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VOLUME XXIV - NUMBER 1 - SEPTEMBER/OCTOBER 2005

1937 Buick 1938

# TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION  
FOR MEMBERS OF THE 1937-1938 BUICK CLUB

COMPARISON REPORT Pg. 11  
TECHNICAL INDEX INFORMATION Pg. 14  
ONE FOR PROSPERITY & ONE FOR THE ROAD



## TORQUE TUBE



Founded in 1980, the  
**TORQUE TUBE**  
is published every two months  
for the education and enjoyment of the  
**1937-1938 BUICK CLUB.**

World-wide membership dues  
are \$40.00 per year.

Membership year is  
September 1 to August 31  
of the following year.

Persons joining during the year  
receive all back issues  
from September 1.

All payments must be in U.S. funds.  
Please make your check payable to  
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[www.torquetube.com](http://www.torquetube.com)

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# 9TH Buick CYLINDER

NON-AFFILIATED

BUICK CLUBS  
&  
BCA DIVISIONS



NEWSLETTER

AWARD

THE BUICK CLUB OF AMERICA WOULD LIKE TO RECOGNIZE

TORQUE TUBE - 1937 - 1938 BUICK CLUB

MARK JORDAN

DIRECTOR

MARK JORDAN

EDITOR

FOR NEWSLETTER EXCELLENCE

2005

The *Torque Tube* has won another award! This time we won a non-affiliated newsletter award for newsletter excellence from the Buick Club of America. As far as we know, this is the first time we have won this award. I would like to thank our staff and all our members for making this possible.

This is the first issue of our next publishing year. Last year our subscriptions increased! I have received a lot of good stories from our members and they will all be printed as space allows. Thank you for all the stories, but we also need new articles for our "Technical Tips" section. If anyone out there has some good technical information to share, please send it on in!

In September, several members, including myself, attended the annual Great Gatsby Picnic in Oakland, California. As usual, the lovely Deco Belles were there, making our cars look even better!





Paul and June Ferreira (#1151), from San Leandro, showed up with their 1937 Special. (below)



Robert Jacobsen and his wife (#1728), from Los Altos, showed up with their 1938 convertible. (above)

Tom and Joann Martindale (#1198), the subjects of our cover story, from Santa Cruz, brought their 1938 Century coupe. (right)



Here is a great picture of Johnny Stokes (#1364) and in front of his 1937 Special next to the Queen Mary luxury steam liner that was launched in 1937. Johnny drove his car from San Francisco to Long Beach, CA to attend an art deco festival on the ship. (below)



Lastly, we are going to put the calendar together soon so if you have any good photos of your car please send them in right away.

Happy Motoring!

Mark

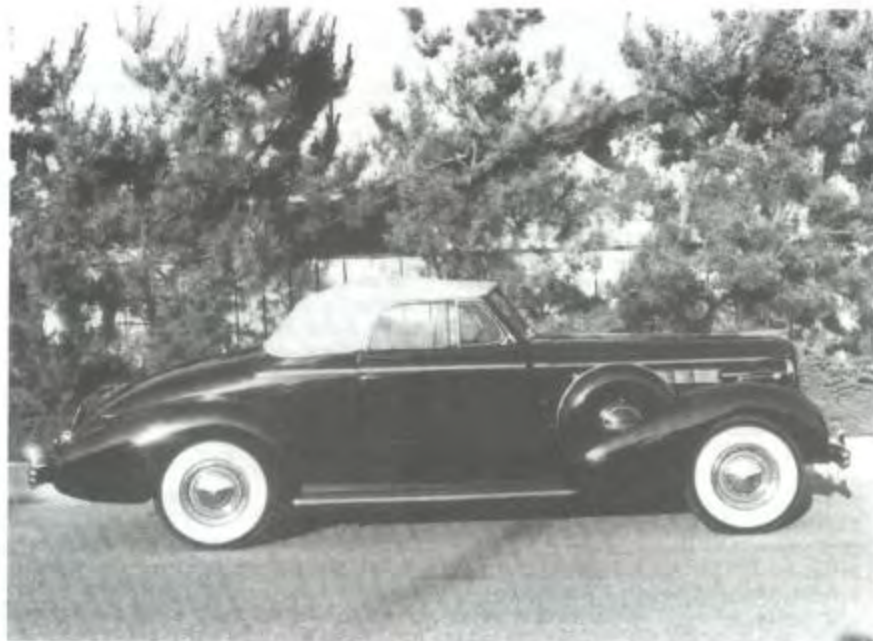


# Comparison Report

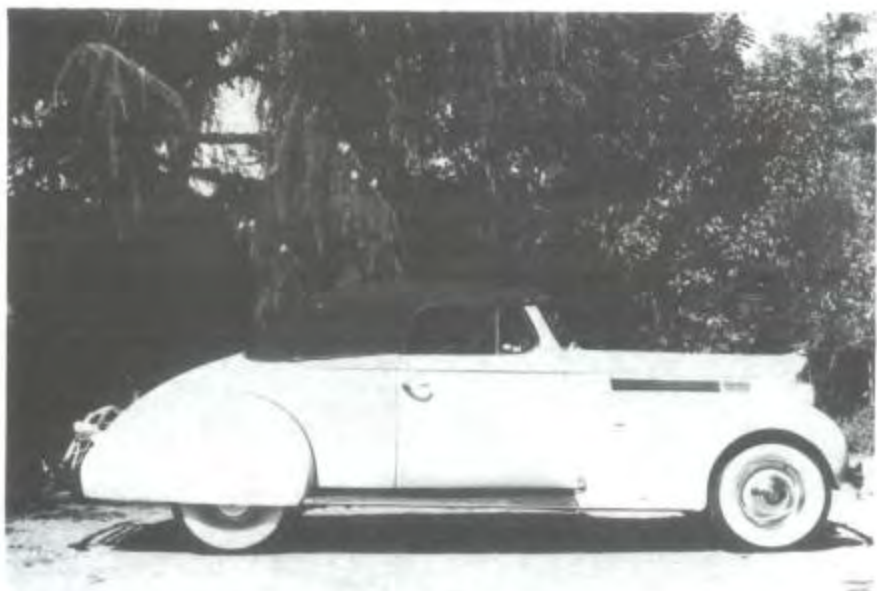
With Ben Gostanian's (#255) Buick

## Class of '38:

by Josiah Work  
photos by Bud Juneau



## 1938 Buick/Packard



Reprinted by permission from *Special-Interest Autos*, Oct. 1988

**N**OT since the introduction of Henry Ford's Model A had a new car from any manufacturer created such a stir. But when the word got out that Packard was about to introduce a thousand-dollar automobile, the company — then America's premier builder of luxury transport — was deluged with ten million dollars worth of orders, from people who had yet to see the car! And what made it all the more remarkable was the dismal condition of the economy. For it was late 1934, and times were still very tough.

The official announcement of this sensational new Packard came on Sunday, January 6, 1935, on a Packard-sponsored radio show featuring baritone Lawrence Tibbett, dapper star of the Metropolitan Opera. A few days later the Packard One-Twenty went on display, to admiring crowds of door-busting proportions. By the end of the model year, 24,995 examples had been sold, and the total would undoubtedly have been higher, had not the usual start-up problems had a limiting effect on production.

The newcomer was named for its ten-foot wheelbase. Power came from a 110-horsepower, 257-c.i.d. straight-eight — a rather advanced unit for its day, featuring aluminum alloy pistons and an aluminum cylinder head with a relatively high 6.5:1 compression ratio. In certain of its engineering practices this inexpensive Packard was well ahead of the company's "senior" models. Independent front suspension and hydraulic brakes, for instance, wouldn't be found on the larger cars for another two years.

Of course the One-Twenty represented a sharp departure from Packard's tradition of meticulous craftsmanship and time-consuming hand work. Mass production techniques were totally foreign to the Packard people. So George Christopher, a veteran of General Motors' Oldsmobile, Oakland/Pontiac and Buick Divisions — and an acknowledged expert, especially with respect to cost control — was put in charge of what amounted to a major conversion. Seventeen million dollars was invested in tooling and equipment.

The moderately priced car also required a shift in marketing strategy.





Newly arrived sales manager Bill Packer, recruited from Chevrolet, brought with him fresh new sales techniques, calling for "fast closing and intelligent closing pressure." And for the first time in Packard's history, installment buying was actively encouraged.

F.H. McKinney, Packard's advertising manager, put it succinctly: "We have an Episcopalian reputation," he said. "And we want to do business with the Methodists." Company president Alvan Macaulay, a gentleman to the core, was said to have been distressed by some of McKinney's efforts — and surely by Packer's as well. But the simple truth was that Packard's clientele had changed.

And the stockholders could hardly have been displeased with the report that for the first time in several years the Packard Motor Car Company was making money.

Buick, meanwhile, was just commencing to halt a disastrous downward slide that had begun in 1927. For years the nation's (and indeed the world's) leading medium-priced car, Buick had slipped from a record 26,753 sales in 1926 to a miserable 40,620 seven years later. And its standing in the industry had dropped, over that same period, from third to eighth.

But then Harlow "Red" Curtice had come over from GM's A.C. Spark Plug Division, to take charge at Buick. He quickly introduced the moderately priced Series 40, and by 1935 — the year of the Packard One-Twenty's debut — Buick had crept back to seventh place on a calendar year production record of 107,611 cars.

That figure, however, is misleading, for over half of those cars were 1936 models, produced late in 1935. Only 53,249 1935-model Buicks were built, and of those just 6,536 represented the Series 50, the model corresponding to the new junior Packard.

Packard didn't make a lot of changes for 1936. There was every reason not to, for the One-Twenty, in particular, was still very popular. The engine was stroked

to 282 cubes, raising the horsepower to 120; and the front door hinges were moved from the centerpost to the leading edge. But otherwise it was pretty much more of the same; and sales for the model year came to 55,042, not counting the big "senior" cars. It was a profitable year for the company, and prospects looked good.

But if Packard was doing well, Buick was having a sensational season with its completely redesigned cars. Model year production jumped to 168,596, more than three times the previous year's total. The Series 40 Special, predictably, continued to be Buick's best seller, but 25,980 1936 Centurys found buyers. This represented almost a four-fold increase over the corresponding 1935 series, but even so, the Century was outsold by the Packard One-Twenty, two-to-one.

Improvements to the new Buicks were numerous. Hydraulic brakes were fitted, at long last. And seamless steel "turret" tops made the old-style fabric insert look obsolete, though Packard clung to that practice until 1938. There was even a new engine: The Century was powered by the same lusty 320-cubic-inch straight-eight as the larger Roadmaster and Limited models. Rated

horsepower of this powerplant stood at 120, same as the Packard, though the Buick had the advantage in torque output.

The spectacular success of the Buick Special did not pass unnoticed at Packard, and preparations were made to enter its market segment for 1937. The result was the Packard Six, introduced on September 3, 1936, as a companion to the One-Twenty (see SIA #67). Priced, model-for-model, \$150 below its eight-cylinder stablemate, it used a wheelbase of 115 inches and its 237-cubic-inch L-head engine was rated at 100 horsepower. Predictably, the Six outsold the One-Twenty by a 15,000 car margin, though its volume was far below that of its rival from Buick. The Packard One-Twenty, meanwhile, continued to out-sell the Buick Century, but the gap between them was much narrower than before.

Buick, clearly, was on the march. The Century's wheelbase was extended, for 1937, from 121 to 126 inches, and a little tweak to the compression ratio helped raise the horsepower to 130. Bodies were totally restyled once more, becoming lower and wider as well as longer than before. Front seat width grew by three inches, while the back seat was wider by an inch and a half. Rear seat leg room was extended a bit, the trunk was enlarged, and — despite a cut of more than an inch in overall height — head room was actually increased. Weight was reduced slightly, further enhancing the Century's performance.

And one more thing, a trend-setting feature: The sport coupe's auxiliary passenger came in out of the rain. Taking the place of the rumble seat was a pair of folding "opera" seats behind the front bench. No such change was made as yet with respect to the convertible coupe, however.

Meanwhile, reflecting the company's increased emphasis on its lower-priced cars, Packard cut its senior lines from







**Above:** There's no mistaking the grille design of a Packard with any other car. Some Buick enthusiasts think the '38 grille is the best looking one on Buicks of that decade. **Below:** Packard's classy lady stands out in stark contrast to Buick's meaningless lump of a mascot.



## 1938 Buick Price List

<b>Special, Series 40</b>	
Sport Sedan, 2-door	\$981
Touring Sedan, 2-door	\$1,006
Sport Sedan, 4-door	\$1,022
Touring Sedan, 4-door	\$1,047
Business Coupe	\$945
Sport Coupe	\$1,001
Convertible Coupe	\$1,103
Convertible Phaeton	\$1,406
<b>Century, Series 60</b>	
Touring Sedan, 2-door	\$1,256
Sport Sedan, 4-door	\$1,272
Touring Sedan, 4-door	\$1,297
Sport Coupe	\$1,226
Convertible Coupe	\$1,359
Convertible Phaeton	\$1,713
<b>Roadmaster, Series 80</b>	
Convertible Phaeton	\$1,983
Touring Sedan, 4-door	\$1,645
Formal Sedan, 4-door	\$1,758
Sport Sedan, 4-door	\$1,645
<b>Limited, Series 90</b>	
Touring Sedan, 4-door, 8-passenger	\$2,350
Touring Sedan, 4-door, 6-passenger	\$2,176
Limousine	\$2,453
*Prices shown are f.o.b. factory, with standard equipment.	
Source: <i>Automobile Trade Journal</i> , July 1938	

## Comparison Report

three to two for 1937. The big, 384-cubic-inch Super Eight was dropped. Its title, however, was transferred to the former Packard Eight, a somewhat smaller and slightly less expensive machine, powered by a 320-c.i.d. engine. And then for 1938, in an apparent effort to cash in on the prestige of the erstwhile Packard Eight, that title was bestowed upon the former One-Twenty series.

There was a certain logic to the move, for the car's wheelbase had been lengthened by seven inches, contradicting the original meaning of the One-Twenty designation. As presented for 1938 the Packard Eight was five inches longer and 140 pounds heavier than its 1937 counterpart. The compression ratio was advanced slightly, to 6.60:1, but both displacement and horsepower remained unchanged.

There were other modifications, the most obvious of which was Packard's long-anticipated adoption of a one-piece steel roof, together with a switch to all-steel construction for the junior

lines. Hip, shoulder and head room were all significantly increased, and folding "opera" seats replaced the wind-blown rumble accommodations for the convertible as well as the club coupe. In both instances luggage space could be augmented by folding away these auxiliary seats. Styling was more massive, rounder, one could almost say "sexier" — and less along the lines of the classic Packards of yore. Whether that was good or bad depended, obviously, upon the viewer's perspective. But in any case there was no mistaking these cars for anything other than Packards.

Mechanical improvements to the 1938 Packard Eight included a revised rear suspension, calculated to improve the ride and reduce the tendency to roll in hard cornering. And modifications to the cooling system included a larger radiator, an improved water pump and a redesigned fan.

But sales were down — by 54 percent overall, on a calendar year basis. The One-Twenty cum Packard Eight fared no better than the rest of the line: Sales for the 1938 model year tumbled by 55 percent. And for the first time since 1934 the Packard Motor Car Company lost money.

In considerable measure the blame lay with the recession that struck the economy, late in 1937 (see sidebar, page 36). But there was more to it than that. Nearly all of the automakers had raised their prices rather substantially, doubtless in anticipation of another good season, and Packard's increases were sharper than most. Our comparison-report convertible, for instance, was priced nearly 29 percent higher than the corresponding 1937 model. Other body styles saw an increase of about 25 percent, a very stiff rise, and one has to suspect that there may have been substantial buyer resistance.

Yet another factor had to do with the competition. Oldsmobile billed its eight-cylinder series as a "greater all-around value at a substantially lower price." LaSalle had abandoned its straight-eight in favor of a full-blooded Cadillac





Above: Packard front end styling is traditionally vertical, while the '38 Buick's approach evolved from the '37 line's horizontal styling theme. Below: Horizontal accents abound on the Buick's lamps and hood as well, while Packard stays vertical on the lamps and uses well-known spear motif on hood.



V-8 engine, and although its price was a little higher than that of the Packard Eight, it clearly represented a stellar value.

And most of all, there was the Buick.

Modifications to the 320-c.i.d. Century engine included "bump-top" pistons, designed to promote more efficient combustion, as well as another boost to the compression ratio. Horsepower, as a result, was raised to 141 — highest in the Century's price class, higher in fact than the Cadillac, and a full 17.5 percent ahead of the Packard Eight. (It's interesting to note, however, that the L-head Packard still boasted a higher compression ratio than the overhead-valve Buick.)

Other significant improvements to the 1938 Buick included a new clutch facing, designed for smoother operation; coil springs at the rear, a feature that would be widely copied in later years, and shock absorbers four times as large as the previous type.

And then, in what proved to be a prudent move, Buick held its price increases to a relatively modest level. The Century convertible coupe, for instance, was raised by just \$90, to \$1,359. The tab for the closed models, meanwhile, was given even less of a boost.

Buick did not escape altogether the effects of the 1938 recession. Calendar year sales were off by 23 percent. But Buick's market share increased from 5.8 percent in 1937 to 8.8 percent for '38, and the marque ended the year in fourth place, right behind Chevrolet, Ford and Plymouth. Not since 1931 had the division occupied that position. It was a tremendous coup for Buick, but even so, sales of the Packard Eight remained narrowly ahead of the Century series. It was an advantage that Packard would never again enjoy.

Buick's sales performance was a remarkable achievement, the more so because styling changes were minimal. But the "facelift" was extremely effective, and the 1938 Buicks were so attractive, and so competent, that today they are considered to be, in the words of Dunham and Gustin, "among the most prized, the most respected and the most sought-after Buicks ever built."

The Century came in a wide choice of body styles. Four-door sedans could be had with or without a built-in trunk. There was a trunk-back two-door sedan, a fastback convertible four-door, a sport coupe, and the convertible coupe illustrated here. Something for everyone, it seems.

Yet the Packard offered an even broad-

## 1938 Packard Price List

### Six, Model 1600 (122" wheelbase)

Coupe, Business .....	\$1,075
Coupe, Club .....	\$1,120
Coupe, Convertible .....	\$1,235
Sedan, Touring, 2-door .....	\$1,145
Sedan, Touring, 4-door .....	\$1,175

### Eight, Model 1601 (127" wheelbase)

Coupe, Business .....	\$1,225
Coupe, Club .....	\$1,270
Coupe, Convertible .....	\$1,365
Sedan, Touring, 2-door .....	\$1,295
Sedan, Touring, 4-door .....	\$1,325
Sedan, Convertible, 4-door .....	\$1,650

### Eight, Model 1601-D (127" wheelbase)

Sedan, Touring, 4-door .....	\$1,540
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### Eight, Model 1601 (139" wheelbase, semi-custom bodies by Rollston)

Cabriolet, All-Weather .....	\$4,810
Town Car, All-Weather .....	\$4,885
Brougham, All-Weather .....	\$5,100

### Eight, Model 1602 (148" wheelbase)

Limousine, Touring .....	\$2,110
Sedan, Touring, 7-passenger .....	\$1,955

### Super Eight, Model 1603 (127" wheelbase)

Sedan, Touring, 4-door .....	\$2,790
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### Super Eight, Model 1604 (134" wheelbase)

Victoria .....	\$3,670
Sedan, Formal .....	\$3,710
Sedan, Touring, 4-door .....	\$2,995
Sedan, Club .....	\$2,990
Coupe, 5-passenger .....	\$2,965
Coupe, 2-4 passenger .....	\$2,925
Coupe, Convertible .....	\$3,210

### Super Eight, Model 1605 (139" wheelbase)

Sedan, Business, 5-7 pass. ....	\$3,165
Limousine, Business .....	\$3,305
Sedan, Convertible .....	\$3,970

### Super Eight, Model 1604-05 (139" wheelbase, semi custom)

Cabriolet, All-Weather (Rollston) .....	\$5,790
Town Car, All-Weather (Rollston) .....	\$5,890
Cabriolet, Touring (Brunn) .....	\$7,475
Cabriolet, All-Weather (Brunn) .....	\$7,475

### Twelve, Model 1607 (134" wheelbase)

Victoria .....	\$5,230
Sedan, Formal .....	\$4,865
Sedan, Touring, 4-door .....	\$4,155
Sedan, Club .....	\$4,255
Coupe, 5-passenger .....	\$4,185
Coupe, 2-4 passenger .....	\$4,135
Coupe, Convertible .....	\$4,370

### Twelve, Model 1608 (139" wheelbase)

Sedan, Touring, 5-7 passenger .....	\$4,485
Limousine, Touring .....	\$4,485
Sedan, Convertible .....	\$5,390

### Twelve, Model 16070-8 (139" wheelbase, semi-custom)

Cabriolet, All-Weather (Rollston) .....	\$6,730
Town Car, All-Weather (Rollston) .....	\$6,880
Cabriolet, Touring (Brunn) .....	\$8,510
Cabriolet, All-Weather (Brunn) .....	\$8,510

Source: Robert E. Turnquist, *The Packard Story*





**Above:** Buick's separate trunk and rumble seat compartments first appeared on 1937 models. Packard put rear passengers inside and got a bigger trunk for their customers. **Below:** Round Packard taillamps' styling comes from Senior cars. Buick taillamp design is much more integrated and modern.



## Comparison Report

er choice. Two- and four-door sedans both came with a bustle-back for luggage. There was a business coupe in addition to the four-passenger club coupe. The convertible sedan was also equipped with a trunk, and the convertible coupe, unlike its Buick counterpart, was fitted with enclosed "opera" (or "jump") seats.

But beyond that, Packard offered several limited-production models. On the regular 127-inch wheelbase there was an upscale Deluxe Touring Sedan, commanding a premium of \$215 over the price of the standard version. And a seven-passenger sedan and a limousine were available, both using an enormous 148-inch chassis. The weight of these behemoths — 4,195 and 4,245 pounds, respectively — must have taken its toll on their performance, but they were substantially less costly than similarly sized cars from Packard's competitors.

And finally, for the really affluent, there were three semi-custom models, all with coachwork by Rollston. Mounted on a 139-inch chassis, these handsome cars came in formal attire: an All-Weather Cabriolet priced at \$4,810; a Town Car at \$4,885; and an All-Weather Brougham

at \$5,100 — each of them costing more than three times as much as the factory-bodied cars.

But despite the wide selection of body styles and the undoubted merit of the cars, Packard had a bad year in 1938. There were few changes for 1939, though the gearshift was moved to the steering column and an overdrive became optionally available. Interestingly, the Packard Eight title was dropped in favor of a return to the familiar One-Twenty designation. Prices were little changed at first, though on May 1, 1939, they were slashed by about a hundred dollars. But somehow the magic that had brought early success to the smaller Packards seemed to have vanished. Sales were down again, even from 1938's depressed levels, and for the first time the Buick Century outsold the Packard One-Twenty.

Buick, in the meantime, was fully restyled once again for 1939. The effort met with a mixed reception. Some ob-

servers thought the new nose resembled the head of a grasshopper, though Buick claimed the design had been patterned after some highly successful racing cars. But as matters developed, styling was the least of Buick's problems. In response to Harlow Curtice's mandate that costs must be cut, a bobtail frame was adopted for the Century and Special series. It was a catastrophe; even the slightest bump from the rear could spring the body so that the doors wouldn't open. A massive recall followed, and Buick quickly returned to a full-length frame.

But despite the problems, Buick enjoyed a good season. Model year sales, in contrast to Packard's, were up by nearly 25 percent, and the calendar year figures looked even better than that.

Packard's later successes and its ultimate downfall; and Buick's spectacular sales achievements in both the prewar and postwar markets are beyond the scope of this report. Suffice it to say that Buick went on to new heights, while Packard never regained the momentum it had displayed in 1937. A pity, too, for here was a fine automobile, one with a great heritage and a noble name.

## Driving Impressions

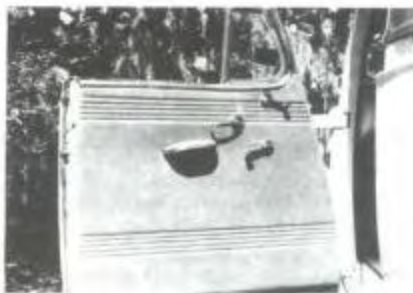
Both of our comparisonReport cars are used as "drivers," taking their respective owners on club tours and family excursions. Nevertheless, we first saw each of them at car shows, the Buick at the Fresno Vintage Concours, the Packard at Silverado. Remarkably, both are estimated to have traveled close to 200,000 miles, though their present condition seems to belie such extensive use. The Packard has been modified to the extent that 12-volt electrics are used and an overdrive has been retrofitted. And both cars have been converted to sealed-beam lamps, a feature not available until the 1940 model year. In all other respects, however, the cars are "stock."

Ben Gostanian, of Fresno, bought the





Neither the Buick or Packard doors suffer from an overabundance of decoration.



Buick in 1970 from a southern California collector. Information about its early history is sketchy, though Ben has learned that it was first sold by a dealer in the San Francisco area. The car was complete, straight and solid, but in unrestored condition at the time of the purchase; so Gostanian put it through a complete frame-up restoration — a four-year project, as it turned out.

Restoration of the Packard was already well under way when it was acquired, in November 1977, by Armand Annereau, whose Walnut Creek upholstery shop is well known among northern California collectors. Again, there is little information available as to its early life, though for a decade it had belonged to a Packard collector named — appropriately — Daryl Packard. Mechanically the car was in good shape, but a lot of cosmetic work remained to be done. Devoting virtually all of his spare time to the project, Armand completed the job in time for a Packards International tour in March 1978. We were particularly impressed by the red leather upholstery — installed, of course, by Armand himself.

Both the Buick and the Packard offer comfortable seating and ample leg room up front. The 1938 Special and Century convertibles were the last Buicks to be equipped with rumble seats, while this represented the first year in which Packard supplied "jump" seats in lieu of the rumble for its auxiliary passengers. Score one for Packard here, although the long expanse of canvas aft of the doors creates an inconvenient and potentially dangerous blind spot.

Both cars feature smooth clutch action, though the Buick's pedal pres-

## Specifications, 1938 Buick Century and Packard Eight

	BUICK	PACKARD
Price, convertible cabriolet	\$1,359 f.o.b.	\$1,365 f.o.b.
Options on feature car	Dual sidemounts, wsw tires, fog lamps, locking gas door	Trunk rack, fender skirts, wsw tires, "Flying Lady" ornament, beauty rings
After-market accessories	Dual carburetors, sealed beam headlamps	Heater, sealed beam headlamps, 12-volt electrical system, overdrive
Engine	Eight cylinder, in-line	Eight cylinder, in-line
Bore x stroke	3 7/16" x 4 5/16"	3 1/4" x 4 1/4"
Displacement (cu. in.)	320.2	282.1
Compression ratio	6.35:1	6.60:1
Horsepower @ rpm	141 @ 3,600	120 @ 3,600
Torque @ rpm	269 @ 2,000	225 @ 2,000
Taxable horsepower	37.8	33.8
Valve configuration	OHV	L-head
Valve lifters	Solid	Solid
Main bearings	5	5
Induction system (original equipment)	1 1/4" 2-bbl downdraft carburetor, camshaft pump	1" dual downdraft carburetor, camshaft pump
Lubrication system	Pressure	Pressure
Crankshaft revolutions/mile	2,859	3,292
Electrical system	6-volt	6-volt originally, converted to 12-volt
Exhaust system	Single	Single
Clutch	Single dry plate	Single dry plate
Diameter	11"	10"
Actuation	Mechanical, foot pedal	Mechanical, foot pedal
Transmission	3-speed selective	3-speed selective
Location of control lever	Floor	Floor
Ratios: 1st	2.39:1	2.43:1
2nd	1.53:1	1.53:1
3rd	Direct	Direct
Reverse	2.39:1	3.17:1
Differential	Hypoid	Hypoid
Ratio	3.90:1	4.36:1
Drive axles	Semi-floating	Semi-floating
Torque medium	Torque tube	Springs
Brakes	4-wheel hydraulic, drum type	4-wheel hydraulic, drum type
Drum diameter	12"	12"
Effective area (sq. in.)	181.4	182.0
Steering	Worm & Roller	Worm & Roller
Turns lock to lock	4 1/2	4 1/2
Ratio	n/a	n/a
Turn circle	42' 0"	43' 0"
Construction	Body-on-frame	Body-on-frame
Frame	Rigid girder X-type	I-beam, tapered X-member, box section side rails
Body construction	All steel	All steel
Body style	Convertible coupe	Convertible coupe
Suspension front	Independent, 1 1/4" coil springs, sway eliminator	Independent, coil springs
Suspension rear	Conventional axle, 19" coil springs	Conventional axle, 54" x 2" semi-elliptic springs, stabilizer
Tires	7.00/15 4-ply	7.00/16 4-ply
Wheels	Pressed steel, drop-center rims	Pressed steel, drop-center rims
Shock absorbers	Delco double-acting	Houdaille double-acting
Wheelbase	126"	127"
Overall length	203 9/16"	200 13/32"
Overall width	72 1/4"	73 1/2"
Overall height	65 1/2"	67 1/2"
Front track	58 5/16"	59 1/16"
Rear track	59 1/4"	60"
Ground clearance (min.)	7 1/4"	8 1/2"
Shipping weight (with standard equipment)	3,815 pounds	3,625 pounds
Crankcase	8 quarts	6 quarts
Cooling system	17 quarts	16 quarts
Fuel tank	18 gallons	20 gallons
HP per c.i.d.	.440	.425
Pounds per HP	27.1	30.2
Pounds per c.i.d.	11.9	12.9
Pounds per sq. in. (brake lining)	21.0	19.9





Both dashboards have easy-reading instrument panels. Buick has flashier steering wheel by far; Packard's looks too plain-Jane for quality car.



## Comparison Report

sure is perhaps a little lighter. In both cases this was the last year for the old-style, floor-mounted shift lever. It works easily enough, with the action seeming a little more precise in the Packard. Synchronizers do their job well in both cars.

The Packard's steering seems somewhat heavier than that of the Buick, though it's not bad at all, and although the Buick is the longer of the two machines, it requires a foot less space for a U-turn. Brakes, in both cases are very good; we'd be hard pressed to choose between the two in that respect.

An examination of the comparative specifications reveals that the Buick's power-to-weight ratio enjoys a ten percent advantage over the Packard, so of course its acceleration is distinctly faster. And for whatever reason the Buick feels tighter, "newer," more solid than its competitor. We are unable to judge whether this is inherent, or due to differences in the condition of the two convertibles.

The Packard is quieter than the Cen-

## Retrospect: 1938

Optimism ran high as 1938 approached. This, most of us thought, should be a great year. Certainly it should be a boom time for the automobile business.

But it wasn't. Instead, it was a very tough period indeed. The hard-won economic progress of 1936-37 was suddenly swept away. In just nine short months America saw two-thirds of the recent gains in the Index of Industrial Production go down the tubes, and nobody was quite sure why it happened. Unemployment was rising once again, and the hopes of business people — perhaps especially those involved in the automobile industry — were dashed.

It was, in short, a lousy time. Consider what befell the automakers' stock on Wall Street:

	1937 High	1938 Low
Chrysler Corp.	135¼	35½
General Motors	70¼	25½
Hudson	23¼	5
Nash	24½	6½
Packard	12½	3¼
Studebaker	20	3½
Willys-Overland	5½	1¼

(Ford, of course, was a family-held company in those days, not listed on the Big Board.)

Nor was it much of a year overseas. Austria fell to Nazi Germany in the spring, and the fate of Czechoslovakia was sealed at the Munich conference that August; meanwhile Japan continued to move against China. The isolationist spirit was strong in America, yet it was increasingly hard to ignore the rapidly gathering clouds of war. People were nervous. Just how upset Amer-

icans had become was forcefully demonstrated on October 30, 1938, when young Orson Welles, in a radio broadcast over the Columbia Broadcasting System network, dramatized a fictional invasion of New Jersey by visitors from — would you believe — Mars! So realistic was the drama and so edgy was the populace that something close to a national panic ensued, with people anxiously telephoning from all over the country to seek information.

Still, life had its bright side. The Society for the Preservation and Encouragement of Barbershop Quartet Singing in America was founded that year. Bingo became the national rage. And Douglas G. "Wrong-Way" Corrigan flew non-stop from Brooklyn, New York, to Dublin, Ireland, insisting that he believed he was headed for California.

People were humming "Whistle While You Work," a sprightly tune from Walt Disney's sensationally popular production, "Snow White and the Seven Dwarfs." And perhaps some of us blinked away a tear as we sang "Love Walked In," knowing it to be the last great show tune from the pen of George Gershwin, dead of a brain tumor the previous July. Other hits of the season included "Change Partners," an Irving Berlin confection from the Fred Astaire-Ginger Rogers film, "Carefree"; Cole Porter's mildly naughty "My Heart Belongs to Daddy"; and "A-Tisket, A-Tasket," a novelty number written and sung by a rising young jazz singer named Ella Fitzgerald. One more song, published that season, didn't hit the charts until five years later, when the separations brought about by

the war gave a new poignancy to the lyrics of "I'll Be Seeing You."

Motion pictures of 1938 included "Love Finds Andy Hardy" (Mickey Rooney, Judy Garland); "Jezebel" (Bette Davis); "You Can't Take It With You" (Jimmy Stewart, Jean Arthur, Lionel Barrymore); and "Boys Town" (Spencer Tracy). People were reading Marjorie Kinnan Rawlings's *The Yearling*, due to receive the Pulitzer Prize in 1939; and *Benjamin Franklin*, another Pulitzer winner, this one by Carl Van Doren. And on Broadway "Hellzapoppin" opened a run that would last for 1,404 performances.

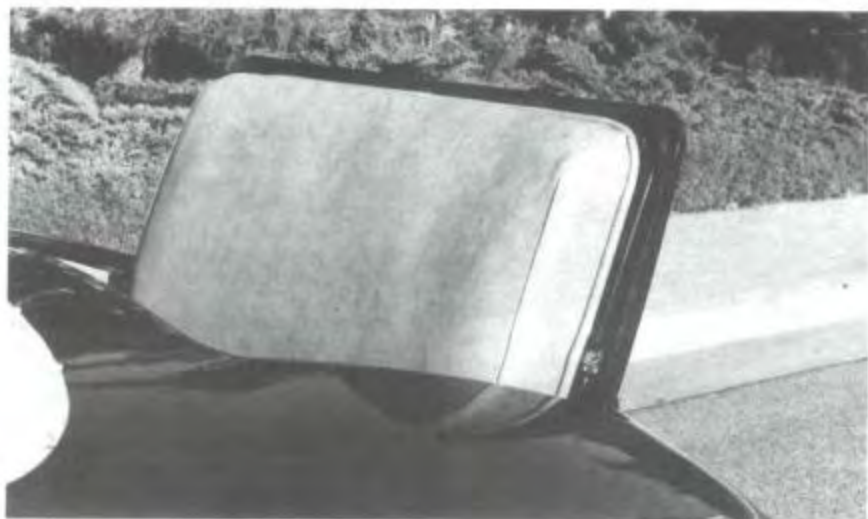
All of which must have been cold comfort to Detroit. Buick fared much better than most manufacturers that year. To have lost 23.4 percent of the division's 1937 market was painful enough, but General Motors as a whole was down by 44.6 percent and the rest of the industry — with the sole exception of Studebaker — did a good deal worse.

Here's what happened to production for calendar 1938:

Studebaker	Down 42.9 percent
Ford	Down 51.0 percent
Chrysler Corp.	Down 52.1 percent
Hudson	Down 54.1 percent
Packard	Down 54.1 percent
Nash	Down 62.7 percent
Willys-Overland	Down 78.9 percent

The cars were very good that year. Competitive conditions, if nothing else, made sure of that. But whatever else can be said for 1938, it was a terrible time to be a car salesman.





**Left and below:** Buick passengers got lashed by the elements, while Packard's could stay snug on these handy folding seats. **Below and bottom:** With their coil spring front suspension and soft riding qualities neither car offers leech-like cornering capabilities. There's plenty of body roll in both cars.



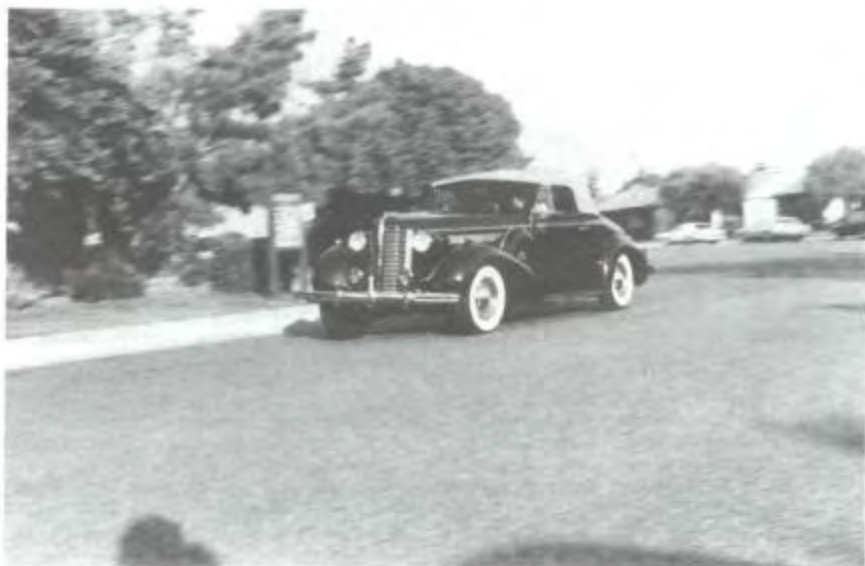
tury, especially with respect to engine noise. No doubt the L-head configuration of the engine is a factor here, though there may be a difference in insulation as well. Both ragtops are remarkably rattle-free, though the Buick's construction seems more rigid than the Packard's.

Both cars are rather softly sprung. They roll quite a bit in hard cornering, though both are easy enough to control. Each offers a very comfortable ride, with perhaps a slight edge to the Buick.

In sum, then, these are two competent, comfortable, well-built automobiles. We credit the Packard especially for its quiet operation, and for seating all four passengers inside, out of the weather. The Packard also has the advantage in terms of trunk space, since the Buick's rear deck is occupied by the rumble seat. On the other hand, the Buick — in addition to its marvelously solid feel — is the faster and nimbler of the two, by a substantial margin, and thus is more fun to drive. As to which is the better looking, that's a matter of individual preference, but both are handsome automobiles — and solid values in middle-class transportation.

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Our thanks to Bud Juneau, Brentwood,  
 California; Don Phillips, chairman,  
 Fresno Vintage Concours. Special  
 thanks to Armand and Linda Anne-  
 reau, Concord, California; Ben and  
 Betty Gostanian, Fresno, California.





# TORQUE TUBE TECHNICAL INDEX

BY FRANK FREDA, SANTA BARBARA, CA

**The technical index, approx. 30 pages, is completed and available to all Buick Club Members for \$ 5.00 cash or check prepaid. Any copies of any articles will be available for \$ 1.00 per article, postage included.**

The index was compiled from reading all 37/38 Torque Tube club magazines issued from 1982 to the latest issue, 7/2005. More than 850 technical references are logged.

Some are duplicates, due to the different approaches taken by Buick hobbyist.

No effort was made to determine the accuracy of the technical information, neither does the index make me an expert to give advice on 37/38 Buick's.

The purpose of the index is to create a complete Torque Tube library of all technical articles written over the years by hobbyists and make them available to all Club Members and 37/38 Buick enthusiasts. Some articles are only a few lines, some are a few pages and some are reprints from factory bulletins or service manuals.

The index has five columns, as follows:

1. File column - My personal numbering system
2. Volume column - Roman numerals
3. Number column - Issue numbers
4. Page column - Page article starts on
5. Article column - Articles in alphabetical order

If you are interested in receiving the index and/or any articles, please send your request with cash or check to my home address:

**Frank Freda, 345 Ridgecrest Dr. Santa Barbara, CA 93108**

Please include with your request for any technical articles my personal file number in the first column to the left.

It was a joy to read all the issues published by the Buick Club and to compile this Index.

**Frank Freda, owner of 37 Buick-46C Sudan Blue Convertible, 48 Buick Super Black Convertible and seriously looking for a nice 37/38 Century Sedan.**

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# One for Posterity *and* One for the Road

By Giancarlo Davis (#1748)

Photos by Mark Jordan (#1297)

**I**t could have been fate, blind luck, or the sheer brute force of desire that allowed Tom Martindale to acquire his 1938 66 Century coupe.

A classic car connoisseur and enthusiast since he was a kid, Tom and his wife Jo Ann seemed destined to come across the car at the famous car show in Hershey, Pennsylvania, in the middle of inclement weather. "It was pouring rain, as it does in Hershey sometimes," Tom states, "and we were standing there in the rain, dripping wet, and this car pulls up. We looked at it, thought it was pretty cool, and tried to decide whether we wanted to buy it. So we ducked into a tent and decided we wanted it. But when we went back out into the rain, we discovered that somebody had just bought it ahead of us."

They introduced themselves to the new buyer and asked him if he had any plans for the car. The new buyer had no clue. "I asked him if in case he would ever consider selling it, if he would call us. Six months later he did. He found something else he had to have, and we had the Buick shipped out here." It might have been more likely that lightning would have struck the couple on a bright sunny day than the Buick driving into their lives, but drive into their lives it did, and has been a part of it now for seven years.

The car was in pretty decent shape when they initially purchased it. Both body and interior were in good condition, but the engine had a few issues that needed to be resolved. "It was basically restored as you see it, cosmetically, says Tom.



"There were a lot of mechanical issues that had to be resolved in order to make it roadworthy. We did most of the restoration to the car ourselves. We did everything except the paint, upholstery, and chrome. As far as modifications are concerned, it is one hundred percent original. We put in the original lights. The guy who did that car did a good job. When he brought it in to show it, he had a hard-bound loose-leaf book with the history of the restoration, and boy, I mean every single thing was apart, body off, the pistons out of the engine and everything. And I was sitting there in the rain under the trunk, looking at this book, not trying to get anything wet, and thinking 'Well this is a well-restored car.' That told me that they had done the car pretty much right. They missed a few things but they hadn't driven it much."

Their Buick has been a chrome-plated darling at myriad West Coast car shows. For example, it has won second and third place at shows at the Palo Alto, California, concourse. It's appeared at the Ritz Carlton car show in Half Moon Bay, California. Though it makes car mavens and discriminating judges perform double takes, the car doesn't collect dust and rust in a dark garage in the Martindale's Santa Cruz, California home, when spectators are not gawking at it. "We use it a lot and drive it a lot," says Tom. "We've put about 6000 miles on it. We drive it more during the winter because it has roll-up windows. On the coast here, we get a lot of cold wet days but we still want to get around."



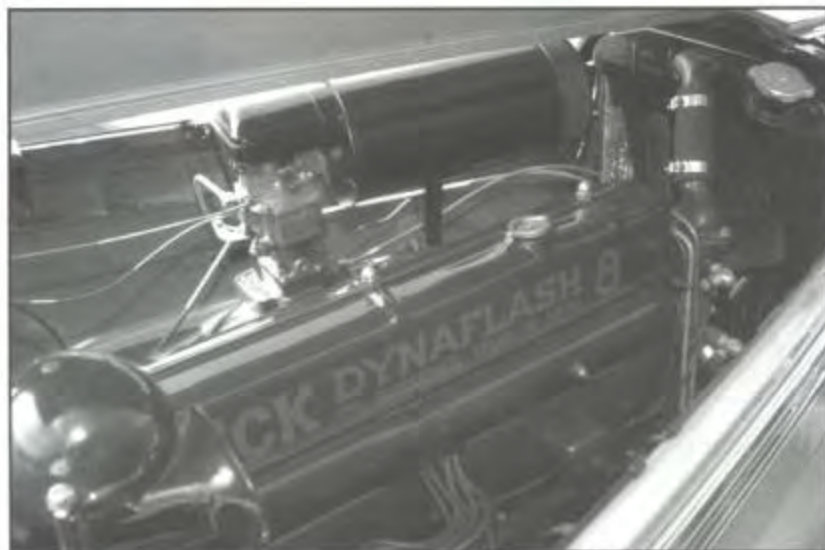
Tom and Jo Ann at home.



Tom's beautiful antique Buick pocket watch collection. Originally distributed by Buick dealers as a promotional gift.

The couple was smitten with the sleek, classic design of their car, but their adoration of Buick transcends the model and year of their prewar gem. "The '38 in my opinion has the best style of any of the '30s cars out there. They were at the peak of design. Stylistically, it's very Art Deco; it has clean lines. But the mechanics of them are very good as well. The Centurys have bigger engines with tons of power, and great steering capabilities. It's a good driving car. If you compare the Buick to cars in its price range, I





me and I used it as my playhouse. They took the front seat out. It was like my house and I played in it."

There are few members of what the media has labeled the "Gen-X" generation (children of the baby boomers, typically between the ages of twenty-five and fifty) that are interested in prewar vehicles (including '37 and '38 Buicks) of ANY make or model. Perhaps that is one of the greater concerns of the 1938 Buick legacy: what is to become of these stylized pieces of history after many of their current owners (many whom are waxing octogenarian) pass on? Are they to become removed from our streets and highways only to be showcased in museums as sleek relics of automotive history? Will they succumb to the

unfortunate fate of being inherited by a younger generation of thrill-seekers that buy these cars only to fulfill their base desires by modifying, "chopping" or "hot-rodding" them? Or will the cur-

think it's a real value. Buicks are really good cars; they're very well made; they're not as flashy as a Packard or the Pierces. Anyone that wants to get into buying an antique car should look at a Buick because they don't cost nearly as much as, say, a Packard would cost. It's around the cost of a Model T and is four times the car."

Jo Ann Martindale also claims the car to be a wonderful drive, praising its smooth handling. "Compared to other cars," she says, "this one is easy to shift gears and use the brake. Even the back seats, though not exactly usable for adults, are nice. It's a comfortable car."

But they also love Buicks (and old cars in general; they own some ten classic cars, ranging in years from 1914 to 1962, including a 1924 Buick) because they have been a part of their lives since Tom was a kid. "We are partial to Buicks because of my wife's family history," Tom continues. "We have owned a Buick dealership for sixty-six years. Now run by my wife's nephew (the third generation of their family), we've owned it since 1933. We're a Buick family: we drive modern Buicks, too. My wife drives a Buick Riviera and I drive a GMC truck (which we also sell at the dealership). Additionally, my experience with old cars began before High School. My dad was a mechanic. I have never been without an antique car in my possession and at times we have owned as many as ten or twelve of them. When I was in high school, most guys my age were working on old cars, because they were cheap. I started out with model As and Ford V8s because you could get them for literally twenty-five dollars. In 1960, when I was in high school, a model A was then still only a thirty-year-old car."

In fact, Jo Ann used to play in the hull of an old 1930s car. "It was a piece of junk," she reminisces. "When I was eight, it was gutted for







rent owners endeavor to pass them on to a more distinguished kind of owner? How will these cars be relegated to posterity? "My theory on it is they're not going to get thrown away," says Tom. "Conceivably some will go down in value (the cars that are in good condition). The top-of-the-line-with-desirability models are not going to go away or go down in value. If you have an eighty-five-year-old guy who quits driving, there's probably a seventy-year-old guy out there that wants his car. And if you have a seventy-five-year-old guy that quits, then there's probably someone who is sixty that wants it. I would be thrilled to buy cars out there from friends of mine in their eighties. They may not be ready to sell, but if they did I'd be ready to buy them. As far as a younger generation is concerned, we have a son-in-law that was just recently married who is interested as soon as he's ready."

"Back in our day, money was so tight that you had to do all the mechanical repairs yourself, or you couldn't get it done. These days, kids can't even change their own oil. The younger generation has a lot more money and don't need to work on them. Also, we know about twenty different people who have about ten cars each, and eventually the cars will go into museums or become part of pri-

vate collections. A lot of kids would rather just play with computers and the high-tech world. One of the biggest threats to the hobby is what the government may be doing with those cars, since they pollute the air a bit more and they don't have seat belts or air bags. The antique car club has a lobbyist who goes to Sacramento and educates the environmentalists who want to draw a line in the sand to say 'no car from 1972' or whatever gets to not pass emissions tests. First, they have very little drive time on the road, and secondly, events like those at the Pebble Beach concourse give tons of money to charities. So what will happen to those when those cars get legislated away? Once the environmentalists get educated, they back down."

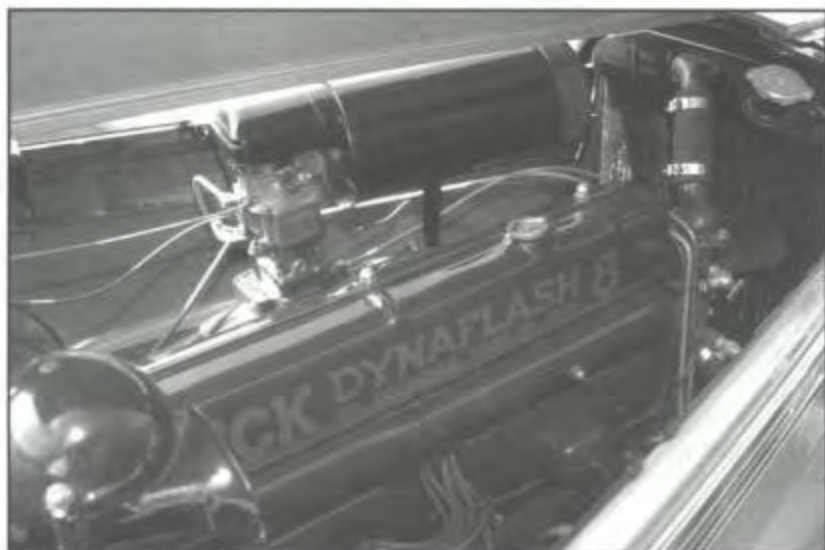
For now, though, Tom and Jo Ann are happy with their impressive assortment of autos, taking them for long leisurely drives on the highway or simply for a morning jaunt to the local breakfast joint or watching their '38 win accolades at local car shows. In the end, though, "it's all about the joy of owning and driving these vehicles," Tom proudly states. And that ethic is something all Buick owners, young or old, should give to posterity.











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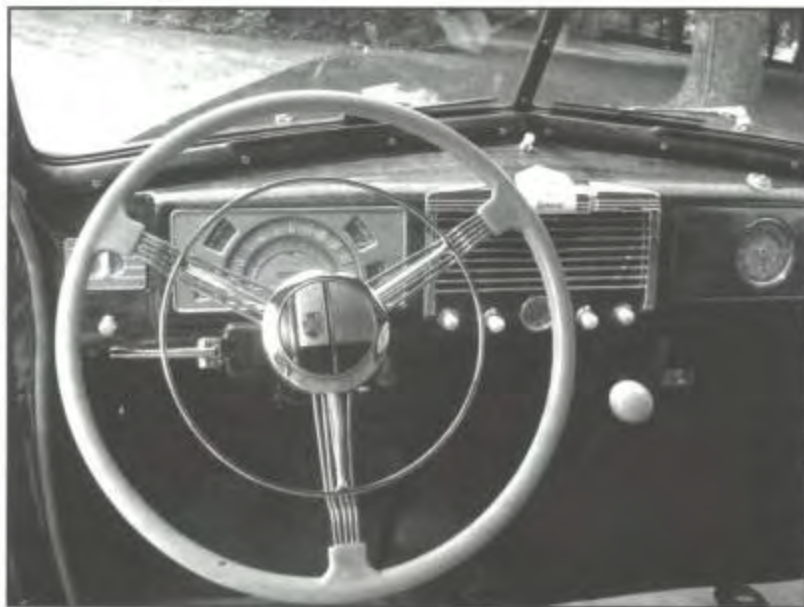
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unfortunate fate of being inherited by a younger generation of thrill-seekers that buy these cars only to fulfill their base desires by modifying, "chopping" or "hot-rodding" them? Or will the cur-







said he would be glad to inspect the engine for me, but he said he could not work on it because it was too old and he didn't know enough about it. The next day he told me that every gasket was bad and needed to be replaced. Then came the really bad news. Although the engine had good compression in five cylinders, it had almost no compression in three, and the spark plugs in those three cylinders were oil-fouled—the engine needed to be rebuilt!

At that time, there was only one restoration shop in Lexington and they worked on 1955 and 1956 Chevrolets only. There was also one other restoration shop in an adjacent county that worked on Model T and Model A Fords only. Both quickly refused to have anything to do with an old Buick. After a few months, I finally found one local mechanic who said he was willing to try to rebuild the engine, but he said he could not guarantee that it would ever start or run.

In desperation, I asked everyone I knew who had an interest in old cars if they knew of any place I could take the Buick for repairs. Finally, someone who was an MG enthusiast said I should look in "Hemmings." "Hemmings," what's that?" I asked. He told me, and, after a quick trip to a local bookstore, I had the latest issue of Hemmings Motor News in hand. When I opened it to the Buick section I couldn't believe it. There, right before my eyes, was an advertisement for Dave Lewis Restoration, specializing in 1937 and 1938 Buicks. What a stroke of luck! There was only one small problem—Dave Lewis was 400 miles away in Springfield, Illinois. We did not have a trailer, or a car capable of pulling a one loaded with a car. I realized that I would either have to drive the car to Springfield for restoration, or give up hope of ever having

over 10 years! There would have been a lot of brand new cars built in the 1970s that would not have stood up to such demanding use.

During this time, the second owner entered the car in many car shows, and it won a number of awards. He told us that when he first got the car, it was relatively easy to get it repaired, but as time went on it became harder and harder to find both parts and someone willing to work on such an old car. In 1982, the second owner was transferred by his employer from New York City to Lexington. He brought the 1938 Buick with him to Lexington, but soon after arriving, he decided that the Buick was too old to keep as a daily driver, so he bought a new car and put the Buick up for sale. And so, Cathy and I became the third owners of our 1938 Buick—it will remain in our family for as long as we live.

For the first few months we owned the car, I drove it to work almost every day, and we also went for a number of joy rides. The garage we had at the time was an old, rotting wooden garage with no foundation, no lighting, and a floor that was part asphalt and part dirt and gravel. Perhaps because of the poor lighting and the rough condition of the floor, it took me a couple of months to notice the spreading pool of oil collecting under the engine. Inspection of the underside of the car with a flashlight revealed oil dripping from the engine everywhere. I took the car to a mechanic friend of mine who kept it overnight. He





it repaired or restored and wait for it to slowly die. I couldn't bear the thought of it dying, so I decided to drive the 1938 Buick to Springfield.

I called Dave Lewis on the phone and he explained what he would do and roughly how much it would cost. We could not afford to do the entire car at once, so we came up with a plan to restore the chassis and drive train one year, and the body and interior the next year. We agreed that I would bring the car to Dave's shop on Saturday, October 8, 1983. Somehow, I did not impress upon Dave that I would be driving the car to his shop. After work on Friday, October 7, 1983, I got in the Buick and headed for Springfield. The first night I made it to Columbus, Indiana. I got up the next morning and headed off for Springfield arriving at Dave's shop in the mid-afternoon. Despite its age and mechanical problems, the Buick made the 400-mile trip easily without one single problem! This first trip to Dave's shop in our 1938 Buick remains one of the fondest memories of my life. To say the least, Dave was quite surprised when he saw me pull into his driveway. At that time, our 1938 Buick was the only car ever driven to Dave's shop for restoration. Perhaps it still is.

That fall and winter, Dave removed the body and completely restored the chassis and drive train. Then the old body was placed back on the restored chassis. In March 1984, I drove a rental car to Springfield and drove the 1938 Buick back to Lexington, again without a single problem. That spring and summer I drove the car to work several days a week, and we took a number of pleasure drives around central Kentucky. The quality of the restoration of the chassis and drive

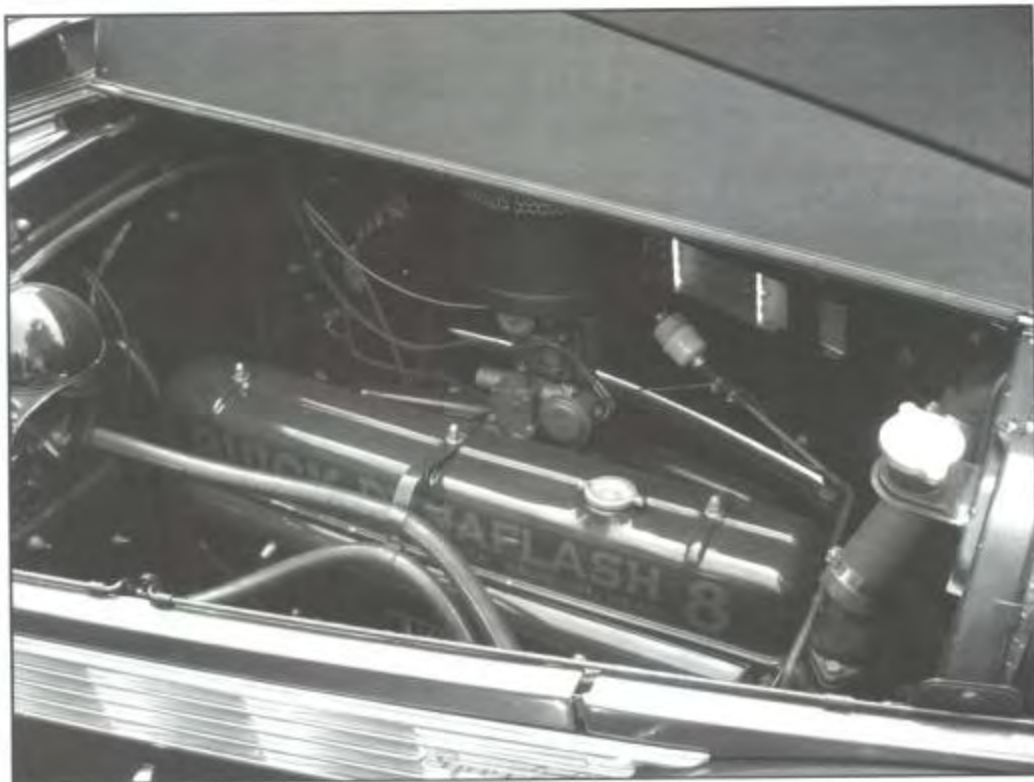
train left us anxiously awaiting the remainder of the restoration. In September 1984, I drove our Buick back to Springfield, again without a single problem. That fall, winter, and subsequent spring, Dave finished the restoration, completing the job in June 1985. This time though Dave would not allow me to drive the car home. He did not want one speck of dust on his masterpiece, so he delivered it to us in Lexington. When we saw our fully restored car we were amazed. Our Buick could not have left the Buick factory in 1938 in as good of a condition as it was in as when Dave was finished restoring it. It was better than new—it was perfect! The only modification we had Dave make was the installation of seat belts so our sons Paul and Mark could ride in the car with us. In 1986, we decided that our Buick needed a better home, so we tore down our old garage and had a new one built that is both heated and air conditioned. Our 1938 Buick now shares its home with a 1952 Studebaker that is very similar to my father's 1947 Studebaker.

Since our 1938 Buick Special was restored twenty years ago, it has been driven to work many times; it has also been used to run errands, taken on many scenic drives, and has even served as a limousine for my brother-in-law's wedding. Over that 20-year period of time, I have had to do very little repair work. I have replaced the battery once—the first one lasted seventeen years, which must be a record! When the first battery died, it left me stranded in a local bank parking lot. AAA came and jump-started the car using twelve volts instead of six. That fried the voltage regulator, which then had to be replaced. I had to have the carburetor cleaned and adjusted once because of bad gas I got at a Shell station. After that, I put a modern in-line fuel filter in the rubber hose leading to the carburetor. I have had no further trouble since. And I have performed one tune-up during the 20-year period. In my opinion, the 1938 Buick is one of the most reliable cars ever built in America.

Because Cathy and I have fairly demanding jobs, we have never been able to work out our schedule so that we could participate in a local antique car show. Several years ago we made definite plans to participate in the Eastern meet of the 1937-1938 Buick Club, which was held in Lexington that year. Unfortunately, on the morning that the meet was to begin, my brother-in-law had to have







doors for him, rolled down the windows, and then sat down on the curb and waited while waves of emotion and memories of his father washed over the old gentleman as he examined the engine compartment and then sat for a while in our car.

Several months ago, I drove our 1938 Buick to Pisgah Church, a beautiful historic site in central Kentucky, for a photo shoot. Established in 1784, Pisgah Church was the first Presbyterian church west of the Allegheny Mountains. It features the burial site of five Revolutionary War soldiers and former baseball commissioner and Kentucky governor A.B. "Happy" Chandler. The church is

about five miles west of Lexington. I took multiple pictures of our car with Pisgah Church in the background. They show what our 1938 Buick Special looks like today—virtually the same as it did twenty years ago when Dave Lewis delivered it to us. We look forward to at least another twenty years with this wonderful car!



emergency surgery and we couldn't attend. Still, our 1938 Buick Special draws attention wherever we go, so in a way it is like having a mobile antique car show of our own.

One of the most touching experiences we have had with our car occurred shortly after Dave Lewis delivered it to us in 1985. One evening that summer, we decided to drive our 1938 Buick to dinner at a local seafood restaurant. After dinner, when we returned to the parking lot, a white-haired gentleman was standing next to our car with tears running down his cheeks. He told us that when he was young, his father had bought one just like it for him to drive. When he was drafted into World War II, his father parked the car in his garage so it would be there for him when he returned home. Unfortunately, his father fell ill and died while he was still in the European theater of war. Subsequently, his mother fell upon hard economic times and was forced to sell the car before he returned home. He hadn't seen his father, or any 1938 Buick again, since the day he left home for the war. We opened the car



# ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the *Torque Tube* will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Inquire about our business ad rates.

**Mark Jordan: 415-203-4180—torquetube3738@yahoo.com**

Our organization encourages membership in the Buick Club of America. Information on membership can be obtained by calling 614-472-3939, or e-mail [bcaoffice@buickclub.org](mailto:bcaoffice@buickclub.org).

# PARTS FOR SALE

1937 grille in vg condition, \$500  
 1937 grille set, needs re-chroming, \$200  
 1938 grille in vg condition, \$500  
 1938 front fenders, excellent condition, \$500- \$1,000 pr.  
 1938 grille, left half, good condition, \$150  
 1938 Special hood, vg condition, \$100  
 1938 Special hood side panels, vg condition, \$100 set  
 1938 deck lid, good condition, \$100  
 1937-'38 doors, many, what do you need? \$100 ea.  
 1937-'38 bumpers, vg condition, \$100 ea.  
 Misc. heads for both series engines, \$95  
 Small series engines, \$100-\$300

Lots of '37-'38 parts. All prices, plus S & H

**Lloyd Ikerd (#1612)**  
**949-640-8200**  
**elzifargo@msn.com**

## 1938 Roadmaster Parts

Bumper brackets...\$100 set  
 Gas tank straps...\$40 pr.  
 Headlight housings...\$20 ea.  
 Hood sides...\$125 pr.  
 Hood side stainless...\$40 pr.  
 Hood top pieces...\$150 pr.  
 Mudguard (inside rear fender)...\$40  
 Nose piece (sheet metal)...\$45  
 Radiator "U" with headlight panels...\$75  
 Rear window reveal moldings (exterior)...\$50 pr.  
 Running boards (3 sets) prices per set...  
 \$60-\$180  
 Running board brackets (bd blstd & primed)...\$50

Shipping and handling extra

**Bill Rossiter (#947)**  
**16165 Reiner Cir. , Riverside, CA 92504**  
**951-789-0022**

## 1937 Buick Special Parts For Sale

Rear shocks (pair), good+...\$150  
 Bell housing cover...\$15  
 Fan blade...\$10  
 Fan pulley...\$8  
 Front spindles (pair), exc...\$100  
 Grille (repo) left side nose...\$125  
 Front ashtray...\$10  
 Water pump (needs rebuild)...\$25  
 Sun visor chrome bracket (left), v.g...\$20  
 Robe escutcheons good...\$10 pr.  
 6V defroster or heater motor (n.o.s.r./new)...\$15 ea.  
 Heater/defroster switch (taupe), lights, after market...\$10  
 Map light...\$5  
 Trunk emblem license plate glass (clear)...\$10  
 Set engine pans (pair) very good...\$50  
 New 50 cp bulbs for headlights...\$12 pr.  
 New 50 cp bulbs for driving lights...\$12 pr.  
 32 cp headlight bulbs...\$5 pr.  
 32 cp driving light bulbs...\$5 pr.  
 Wheel hubcap clips, N.O.S....call  
 Tail lights complete, good...\$65 pr.  
 Torque tube...\$100  
 Differential gears, complete...\$125

Axles (pair), good...\$75  
 Front brake drums...\$35 ea.  
 Rear brake drums...\$35 ea.  
 Used brake shoes, good...\$30 pr.  
 Radiator, good core needs minor repairs...\$100  
 Dash, good...\$75  
 Garnish moldings for four-door...call  
 Rims 16" (3), good...\$45 ea.  
 Oil pan...\$25  
 Lifter cover...\$25  
 Lifter assembly...\$40  
 Headlight bucket (left)...\$25  
 Steering column...\$75  
 Front wheel bearing, 2 sets, used, v.g...\$35 pr.  
 Brake backer plates...\$20 ea.

The larger, heavier items below I will not ship, but I will be willing to bring them to 2005 BCA Nationals.

Transmission...\$125 Block...\$100 Head...\$75  
 Crank...\$50 Nose assembly...\$125

**Jerry Root (#422)**  
**71 South Pollard Drive, Fulton, NY 13069**  
**315-598-2319**  
**buickboy@twcny.rr.com**



### 1938 Parts

Roadmaster doors, front & back exc...\$20 ea.  
 Inside garnish molding except windshield...\$30  
 O.S.S.S. molding except hood, all...\$40  
 Radio...\$150  
 Special hood top & sides...\$100  
 Roadmaster wheel fender, poor shape with brackets...\$250  
 Used piston & rods...\$10 ea.  
 Rear window shade roller & brackets...\$20

**J.W. Pascoe (#881) 906-786-4322**

1937 Roadmaster sedan passenger side front  
 fender—nice shape, one minor crease...\$125  
 One gas cap, nice condition...\$5  
 Bumper guard needs rechrome...\$7  
 Voltage regular n.o.r.s. criterion brand in original  
 box...\$35  
 Please add 15% for shipping

**Lewis Cohen (#584)  
 58 North Racebrook Rd.  
 Woodbridge, CT 06525,  
 203-397-8723**

Two 16-inch wheels for a 1938 Buick Special.  
 Will accept best offer. Good condition. Needs to  
 be refinished.

**Rick Yost (#1704)  
 805-374-9093  
 rednyld@aol.com**

### 1938 ALL SERIES 40 PARTS

Complete engine—less intake manifolds. In-  
 cludes starter,  
 gen. carb, air cleaner, etc—ran but smoked  
 when removed...\$350 Transmission...\$125  
 ANY REASONABLE OFFER PLEASE!  
 I DON'T WANT TO SCRAP IT!

**Dale Crist (#840)  
 303 N. Athletic St.  
 White Pigeon, MI 49099  
 269-483-9175**

### 1937 Buick Special Coupe

1 pr. running boards, with new rubber covers...\$250  
 (installed on the wrong sides, but easily re-installed properly)  
 1 pr. headlight buckets...\$75  
 Original windshield wiper vacuum motor...\$35  
 Original 4.40/1 rear axle ring and pinion gear with drive-  
 shaft...\$200

Original 3-speed transmission...\$250  
 Original dome light...\$75  
 Chrome turn signal unit (after-market) \$35  
 Original intake and exhaust manifolds, with rebuilt Stromberg  
 carburetor and linkage, exhaust riser, valve works...\$250  
 6.50x16" Firestone bias-ply tires, in very good condition with  
 tubes...\$300  
 Original 6-volt starter motor...\$75  
 Original 6-volt generator...\$75  
 Original split front bench seat, with new beige cloth and vinyl up-  
 holstery...\$200  
 1 pr. original door handles, one locking...\$75  
 Original trunk handle...\$50

**Jerry Maak (#1812)  
 343 Eastern St. New Haven, CT 06513  
 aurhaus@yahoo.com  
 Phone: 203-468-9880 Cell: 203-687-7649**

### 1937

Front lower motor mount...\$15  
 40 ser. 2nd speed gear...\$45  
 40 ser. main drive gear...\$45  
 40, 60 ser. differential bevel side gears...\$20 ea.  
 40, 60 ser. locking door handle, 1st type w/offset shank...  
 \$30 ea.  
 40 ser. steering gear pitman arm...\$30  
 1938  
 40 ser. clutch release rod adjustment nut...\$4  
 License plate lamp lens...\$4  
 Temperature gauge assembly...\$100  
 80, 90 ser. pitman arm...\$30  
 Right taillight door, used...\$10  
 80, 90 ser. differential side gear bevel thrust washers...\$3  
 ea.  
 40, 60 ser. outer tie rod ends, n.o.r.s...\$20 ea.

### 1937-1938

40, 60 left front shock absorber...\$125  
 40 ser. Transmission, 2nd and 3rd speed shifter yoke...  
 \$15

40 ser. transmission reverse idler gear thrust washers...  
 \$3 ea.

40, 60 ser. pinion bearing locknut...\$3  
 40 ser. intake, exhaust valves, specify...\$8 ea.  
 Rear-axle pinion-bearing lock screw...\$1  
 40, 60 pitman shaft bushings...\$15 pair  
 Headlight dimmer switch, n.o.r.s...\$10  
 80 ser. outer front wheel bearing...\$25 ea.  
 40, 60 ser. intermediate steering arm bearing kit, n.o.r.s...  
 \$30 ea.  
 Outside door handles, used. 3", 3 5/16" shafts, 4 15/16",  
 5 1/4", 5 1/2" tall...\$10 ea.  
 40, 60 ser. left steering knuckle with bushings...\$40  
 40, 60 lower outer pivot pin kit, n.o.r.s...\$25 ea.  
 Ignition point set...\$7 ea.

All parts n.o.s. except as noted. Add 15%.  
 \$3.50 min. postage

**Bob Graves (#1136)  
 21 Ferry Rd. Salisbury, MA 01952  
 978-463-0715**



**For Trade**

Intake manifold for '37/'38 320 engine, sandblasted and painted with POR 15 manifold paint. To trade for intake to fit a '49 320 engine.

**For Sale**

Later 320 engine water pump cores suitable for rebuilding. Part numbers 339915-6 and 1336756-1C.

\$1 each.

Front half of "flywheel cover" plate to fit a Dynaflo to a 320 engine. Part number 1328296. \$10.

**Malcolm Fischer (#1746) Alberta, Canada**  
**sandguys@telus.net**  
**403-742-1663**

Four 1938 Hirsch reproduction hubcaps for GM built car. Never been installed. All four: \$280 plus shipping.

**Jack Remesoff (#562)**  
**6307-45 Ave.**  
**Camrose AB, CANADA T4V 0C3**  
**780-672-4722**

1941 Buick 40/50 Series, NOS front exhaust manifold piece with heat riser (for split exhaust with dual carb set up) \$250.00, plus shipping and handling

**Bill Rossiter (#947)**  
**16165 Reiner Circle**  
**Riverside, CA 92506-6150**  
**951-789-0022**

Small series spark plug cover, nice, \$50.00.  
1937 Special transmission, good condition, \$100.00

1937 Special long block with head, crank, flywheel, clutch and pressure plate. Ran less than 10,000 miles since rebuild. Block bored .030 over, crank turned .030 undersize, complete with bearings. \$500.00 in Salem will not ship.

1941 small series factory dual intake manifold, \$75.00.  
1941 large series factory dual intake manifold, \$75.00.

1951 320 cubic inch Roadmaster long block. In storage for 30 years, turns over freely, \$350.00 in Salem will not ship.

Shipping extra on all other parts.

**Bob Pipkin (#76)**  
**503 363 4712**  
**bcpip@mailstation.com**

1937 Buick Roadmaster 81 4-dr Sedan  
Fenders, nose sheet metal, grille, doors, trunk lid, frame, etc.  
Call or e-mail me with needs.

**Jim Garrett (#1826)**  
**207-929-8035 or patjim@sacoriver.net**

**Rick Yost (#1704)**  
**805-374-9093**  
**rednyld@aol.com**

'37 Buick Century fenders, good condition...\$50 plus S & H.

**Dick Schnitzer (#1393)**  
**248-685-2829**  
**mschnit354@comcast.net**

Complete differential for '38 special, this from a low mileage (37,000) car. \$100.00 plus shipping.

**Pat Jacobs (#1308)**  
**360-568-3212**  
**patlyndell@yahoo.com**

Two pieces of rear-door window glass to fit 1938-41. They're **tinted** glass; I'll send them to anyone who can use them for no more than the cost of shipping.

**Paul DeLucchi (#1246)**  
**pauldelucchi@earthlink.net**

1938 Buick Special parts  
Rims (5) 16" black with white stripes, including beauty rims and hub caps...\$350  
Straight-8 engine and transmission, approx. 69,000 miles, good cond...\$1200  
Rear axle and front axle...\$350  
Will not ship parts, but open to offers.

**Chris McLaughlin (#1632)**  
**53 Church St., Stonington, CT 06378**  
**860-460-0767**  
**chm@terrafirmaus.com**

**1938 Buick Parts**

Taillight lens...\$80 pr.  
Taillight lens with bezels...\$125 pr.  
'37/'38 Big series speaker...\$200  
'37/'38 Carge series dry-air cleaner...\$125  
'38 Grille left and right \$200  
'38 Bumper fr. badge replated...\$400  
'38 McLaughlin fr. bumper badge replated...\$400

**Art Fensod (#1758)**  
**357 Country Lane, Loudon, TN 37774**  
**865-408-0525**



'37 Auxillary speaker...\$75  
 '37 Master heater...\$75  
 '37 LS Stromberg AA2...\$250  
 '38 Master heater with defroster...\$100  
 '38 Special rims exc. cond...\$75 ea.  
 '38 Special 3.60 rear end complete...\$600  
 '37 & '38 parts:  
 LS air cleaner...\$125  
 Limited dome light...\$75  
 Coupe opera seats complete...\$600  
 LS sparkplug cover...\$100  
 Sidemount lock...\$25

LS oil bath air cleaner...\$125  
 SS & LS generators...\$75-\$100  
 Horn rings...\$100  
 Century running board cores...\$300  
 Special running board cores...\$200  
 Call w/ your needs, always parting '37 & '38s

**Dave Tacheny (#997)**  
**11949 Oregon Ave. N.**  
**Champlin, MN 55316**  
**763-427-3460**

#### 1937-1938 Parts for Sale

'37 repro, silkscreen glass speedometer, radio and clock...  
 \$100  
 New '38 Century Stainless "hood hinge"...\$175  
 S/M badges Buick...\$65  
 '38 Century hood sides, left and right...\$150  
 '38 Century hood, left side only...\$75  
 '38 Century hood sides, left and right...\$150  
 '38 Century hood side, right only...\$50  
 '38 Century hood side vent, right and left...\$75  
 '38 Century hood stainless...\$75  
 '38 Century hood lock mechanism...\$50  
 Large series fuel pump rebuilt...\$75  
 '38 Special hood, right and left, with hinge...\$150

'38 Special hood sides, right and left...\$150  
 '38 Special hood stainless, left and right...\$120  
 '38 Special tail lights, pair...\$75  
 '38 Special front suspension, hub to hub...\$200  
 Large series dual carb manifold...\$250  
 "Y" pipe to create dual exhaust...\$50  
 '38 repro grill, left and right, cast aluminum...\$250  
 '38 Special radiator...\$75  
 '38 heater...\$50  
 Shipping will be added to all purchased parts and is not  
 included in price above.

**Rod Phillips (#1644)**  
**913-481-6763**

'38 N.O.S. right grille half, not plated, excellent...\$190  
 '37 & '38 N.O.S. grille bug screen w/Buick logo & hard-  
 ware...\$180  
 '38 Battery lock with key, excellent...\$54  
 '37 & '38 sidemount lock with key...\$65  
 '37 & '38 N.O.S. sideview mirror w/ thermometer (non-  
 convertible)...\$225  
 '37 & '38 N.O.S. Delco coil...\$95  
 '37 & '38 N.O.S. Delco voltage reg...\$175  
 '37 & '38 guide headlight lenses (pair left & right)...\$255  
 '37 & '38 ignition switch box, good, used...\$40  
 '37 bronze ashtray with front-end casting of car  
 N.O.S....\$215  
 '37 three vibrant color posters 21"/16", full color, rare &  
 frameable...\$50  
 '37 & '38 Buick Safety Legion license tag metal badge,  
 original...\$75  
 '37 & '38 N.O.S. gas tank door lock, in box with key and  
 instructions...\$83  
 '38 Clock deletion plate, engraved with Buick 8...\$75  
 '37 & '38 Fulton interior rearview mirror green flip down  
 lense...\$57

'38 to '40 Series 80/90 master cyl. kit Delco,  
 N.O.S., rare...\$70  
 '38 instrument cluster original, exc., complete...\$300  
 '38 radio with knobs, not tested but complete and excel-  
 lent...\$270  
 '37 & '38 Red Crown air stem caps, set of four...\$12  
 '37 & '38 cowl mount antenna, N.O.S., all mounting and  
 leads, exc...\$167  
 '38 Buick Announcement Magazine, full color foldout, all  
 models...\$185  
 '37 & '38 Convertible rearview mirror...\$260  
 '37 & '38 instrument light and map light switch original...  
 \$55  
 '37 & '38 16-inch series 80/90 wheels, exc...\$400, set of  
 four

**Vince Truant (#1220)**  
**1537 Charmuth Road**  
**Lutherville, MD 21093**  
**410-321-1938**

Piston rings for a 40 series, 1938-style pistons. They are  
 standard size. \$80.

**William Schwantes (#878)**  
**9973 County Valley, Glen Haven, WI 53810**  
**608-794-2406**

'37/'38 Intake manifold—complete  
 '37 Headlight bucket  
 Lower running board molding (one only)

**Frank Cwikla (#1111)**  
**608-547-9039**  
**608-339-6297**



# PARTS WANTED

1937 horn ring for steering wheel  
**David Watson (#1863)**  
250-753-2997

Hubcaps for 1937 McLaughlin Buick  
**Kim Cousineau (#1884)**  
kcousine@iaw.com  
905-892-3473

1938 Buick Factory Accessories Catalog  
**Dave Gelinas (#1078)**  
1131 Hayward St. Manchester, NH 03103  
dlg@worldpath.net 603-0668-5587

5-37 Century 15" Rims in Restorable Condition.  
2-Center Removable Door Posts for 37 or 38 40/60 Convertible Sedan  
1-37 Steering Wheel with Good Chrome & Stainless Spokes.  
1- R/F Window Regulator and Door Glass Frame for 37 60 Ser Convertible Sedan  
Top Money Paid For Nice Parts.  
**Dave Lewis Restoration**  
3825 South Second Street  
Springfield, Ill 62703 — 217-529-5290  
Fax 217-529-8452

1937-38 Buick rumble seat complete, or hardware to build one, including deck lid, seat brackets, etc.  
**Lloyd Ikerds (#1612)**  
949-640-8200

1937 or 1938 Special/Century Convertible 4-door Sedan  
Front seat in good sound condition to re-upholster  
2 removable door posts for top, solid rechromable  
2 front window frames, solid rechromable (front door)  
4-door Garnish moldings, solid rechromable  
Top prices paid for good solid parts. No junk  
**John Sauers, 620 Wright Loop**  
Williamstown, NJ 08094

Left rear fender for a special.  
**Dave Hill (#1755)**  
916-962-3020

1937 Roadmaster rear bumper gravel guard and running board's rear gravel guards.

Complete rebuildable 1937 special engine and transmission. *Torque Tube* magazines dating between 1983 and July, 1984, volume II issues 2,3,4,5,6,7  
**Frank Freda (#1838)**  
frankfreda@cox.net  
805-969-7500

Period and correct spotlight for a '38 Buick.  
Heavy duty oil bath air cleaner for '37 Limited 90.  
**Wayne Miller (#1870)**  
2211 W. 500 N. Warsaw, IN 46582

**John Welby (#1497)**  
1665 Shipman Rd.  
Oxford, MI 48371  
248-628-8787

Windshield wiper transmissions for a 1938 90L

**Jan Burry (#1478)**  
315 Manitou St. Northfield, MN 55057, 507-663-0931

Two sidemount thread covers stainless steel trim pieces for a 1938 Buick Special. I believe the 1936 thru 1938 Buicks trim pieces will work. Or has anyone figured out a substitute?

**Herbert Sutton (#4)**  
3760 Cleveland Hill Rd. Roseburg, OR 97470  
541-672-8414 lrose@mcsi.net

# CARS FOR SALE

1937 Buick Special For Sale

Model 44-2-door fastback

All original with bill of sale, 69,400 miles

New: rings and valves, tires, brakes, master brake cylinder, radiator, and exhaust system.

Front end rebuilt. Carburetor rebuilt. Tan interior

Excellent running condition. Needs paint job. \$9,500

**Michael Goeb (#1583)**  
12339 Lake Valley Dr., Clermont, FL 34711  
352-243-4568



1938 Buick Century, Series 61

# 2 to 3 car that is a great runner. It has no rust but is "rich with patina" as my friend says. Replaced all the electrical and has new radial tires. See pictures of it at

<http://www.xshapes.com/buick-sale/index.htm>.  
\$9,500 or best offer.

**Pierce Fleming, Minneapolis, MN**  
[psfleming@comcast.net](mailto:psfleming@comcast.net), 763-374-1789

'38 Buick Special, Model 48. 38,000 miles, all original interior. Was repainted correct color in 1979. Fourth owner with fairly detailed history. Wiring replaced for safety reasons, with new turn indicators, also new seat belts. 3.9 Century rear end. \$13,500

**Pat Jacobs**  
**360-568-3212**  
[patlyndell@yahoo.com](mailto:patlyndell@yahoo.com)

1938 Century 4-door in restorable condition. Some parts missing, may part out. \$2000

**J.W. Pascoe (#881)**  
**906-786-4322**

1938 Buick 41

Excellent restoration project, little rust, drive train in place but not drivable, 2nd owner, original title buyer responsible for removal and transport.

**Chris Straub**  
**610-751-6032**

1937 Buick 91 Limited  
The car is completely disassembled, but is all there.

All parts boxed and numbered.

The car is solid with very little rust, no major problems. Stored 60 miles east of Dallas, TX. Will take best offer, I lost interest and workplace.

**Bob Flechtner (#1792)**  
**5608 Encore, Dallas, TX 75240**  
[Bob@Padgett.com](mailto:Bob@Padgett.com)  
**207-338-0832**

1938 Buick Special 2 door. All original, 90 percent restored.

Runs and drives.  
Includes rebuilt spare straight 8 engine. \$7,500

**Jon Kaufenberg (#1881)**  
**320-214-7411**  
[jlk2819@yahoo.com](mailto:jlk2819@yahoo.com)



1938 Buick Special 41  
4 door trunk back, owned for 15 years complete exterior restoration, Botticelli Blue, 82377 miles, excellent runner, interior is all original with some moth holes and tracks. Believed to be 3rd owner. \$8500.00

**Gus Schissler (#745)**  
**Springfield, OH**  
**937-399-0767**



## CARS WANTED

'37 or '38 Century 4-door sedan, a #2 car as a regular driver, quick sale, will pay market price.

**Frank Freda (#1838) Santa Barbara, CA**  
[frankfreda@cox.net](mailto:frankfreda@cox.net) 805-969-7500

1937 Buick Century, must have sidemounts, in ready to use condition. Does not have to be a top show car, but no projects.

**Mario Alpini**  
**610-517-7872, [Qualitymechanics@comcast.net](mailto:Qualitymechanics@comcast.net)**



# THE 1937-1938 BUICK CLUB STORE



LONG SLEEVE T-SHIRT  
\$24.99



WHITE T-SHIRT \$18.99



GOLF SHIRT  
\$22.99



STICKER (oval) \$4.99



WALL CLOCK \$18.99

THESE ITEMS NOW AVAILABLE ONLINE @  
[www.torquetube.com](http://www.torquetube.com)

If you don't have internet access  
you can send your order directly to:

1937 - 1938 BUICK CLUB  
P.O. BOX 21000  
OAKLAND, CA 94620

Please add 15% for shipping and handling  
Please include shirt size



BASEBALL CAP  
\$18.99  
Black Only



LARGE MUG  
\$15.99



STAINLESS STEEL  
TRAVEL MUG  
\$18.99



MUG  
\$14.99



MOUSE PAD  
\$14.99



## Welcome to our New Members

Tom & Jean Chvapil (#1886)  
5101 E. Golder Ranch Rd.  
Tucson, AZ 85739  
38-41-7

E.E. Chip & Nancy Rohr (#1887)  
9115 Ewell St.  
Manassas, VA 20112  
38-41-5

Marc Cotie (#1888)  
132 Bay Thorn Drive  
Thornhill, Ontario  
L3T 3T9  
Canada  
37-46-3

Arnie Kjer (#1889)  
P.O. Box 72  
Elk Creek, CA 95939  
38-41-7

Adam Francis (#1890)  
P.O. Box 797  
Noble Park, Victoria 3174  
Australia  
38-40-2

David Chaney (#1891)  
16127 E. Newton PL.  
Tulsa, OK 74116  
37-46S-7

William F Hamilton (#1892)  
2955 Lakeside Drive  
RR # 3  
Orillia, Ontario L3V 6H3  
38-46

Everett Archibald (#1893)  
503 Country Road  
Windsor, VT 05089  
37-61-9

Everett Archibald (#1893)  
503 Country Road  
Windsor, VT 05089  
37-61-9

Charles Fellows (#1894)  
321 Gus Rallis Dr.  
El Paso, TX 79932  
38-41-7

Roy Reilly (#1895)  
7825 Bryant Ave. North  
Brooklyn Park, MN 55444  
38-46-7

Jack Kersh (#1896)  
5751 Velma Way  
Sacramento, CA 95824  
37-41-8



### 1937-38 BUICK PARTS

A VARIETY OF

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Gauges, Handles, Mirrors  
Interior Detail Items & Plastics,  
Belt Molding, Fuel Sending Units,  
Some Mechanicals PLUS MUCH MORE!

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4982 Hubner Circle  
Sarasota, FL 34241  
Phone: 941-927-3588  
Fax: 941-926-8224  
Email: buickpts@comcast.com

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OAKLAND, CA 94620

Mark Jordan: 415-203-4180—  
torquetube3738@yahoo.com  
www.torquetube.com



## 1937-1938 Buick "HOOD HINGES"

*All Stainless Steel Reproduction of the Original Trim  
Orders Cut To Length To Fit Your Model and Year*

**\$195**

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# 1937-38 BUICK



## DOOR WEATHERSEAL-SPONGE

Glue-in.....DW-378.....	\$2.10 ft.
Clip-in.....DW-80.....	\$3.75 ft.
Clips.....WC-80.....	\$0.90 ea.

## DOOR BOTTOM SEAL

Clip Type.....DW-369.....	\$3.75 ft.
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## TRUNK SEAL-SEDANS 1/2 Wide;

Ser. 80-90.....TW-371.....	\$46.00
Sedans. 3/4 Wide:	
Ser. 40-60.....TW-371S.....	\$46.00

## TRUNK SEAL For COUPES. 5/8 x 1

Sponge.....TL-369.....	\$2.25 ft.
1/2 x 1 x 16".....TL-1129.....	\$49.50

## CLUTCH & BRAKE PEDALS Ser. 40-60

Black.....CB-343.....	\$7.25ea.
Brown.....CB-343BN.....	\$7.50ea.

## PEDAL FLOOR SEALS; All Models

FS-375.....	\$13.75 pr.
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## 1937 ONLY! Accelerator PEDAL Ser.40-60

Black.....AP-37B.....	\$39.00
Brown.....AP-37BN.....	\$40.00

## SHIFT BOOT. 1937-38 Series 40 Only!

Black.....	\$10.00
Brown.....	\$21.00
Series 80-90 Black Only...	\$10.50

## GLOVE BOXES.....

\$30.50 ea.

## CARB. KITS:

CK-360C.....Carter.....	\$31.50
CK-37XS.....Stromberg.....	\$37.50

## TORQUE BALL SEAL KIT. All Models

TBK-343.....	\$28.75
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## VISOR VANITY MIRROR.

VM-379.....	\$28.95ea.
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## LICENSE PLATE FRAMES. Chromed Brass

LF-333P.....	\$62.00 Pair
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## FRONT END PARTS For 40-60 Series;

Upper Outer Kit.....	\$41.00
King Pin Sets.....	\$64.50
Lower Inner Bushings.....	\$24.50
Tie Rod End.....	\$27.00

## GEARSHIFT KNOBS

1937-38 Ivory Plastic. Push-On or	
3/8 fine Threaded GS-368	\$25.00

## RUNNING BOARD INSULATORS. 1937-38

All Models. ALL NEW MATERIAL!	
4 Needed Per Running Board.	
RI-378S.....Set of 8.....	\$179.00

## HOOD REST PADS. 1937-38 6-8 Per. Car.

HR-378.....	\$5.75 ea.
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## 1937-38 Floor Mats;

Brown or Black... \$225.00 ea.

## PLASTIC DASH KNOBS.....DK-37/8.....

\$6.00

## PLASTIC DOOR HANDLE and Window

Winder Rings.....HE-378.....\$6.00

## OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.

1937.....DF-296.....	\$7.50/Set
1938.....DF-380.....	\$8.50/Set

## DOOR FERRULE INSTALLATION TOOL

\$20 Refundable if Returned Within 30 Days	
DF-TOOL.....	\$39.50

## 1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....	\$11.00
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## MOTOR MOUNT, FRONT All Models

Round PADS.....SP-338.....	\$13.50 pr.
MOUNT.....MM-347.....	\$65.00 pr.

## 1937 HUB CAPS All Models

HC-37.....\$64 ea.

## Wheel Beauty Rings

15 or 16 .....set of 4.....	\$118.00
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